

#TL100085



B8 A4/Q5 DOWNPIPE/
INSTALLATION INSTRUCTIONS



Notes:

These instructions were written for a North American specification Audi A4, but other models, like the allroad, A5, and Q5 are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommend that you get some kind of compartmented tray to organize the fastners, such as a fishing tackle box or several large ice cube trays. Fasteners that are not reused for reinstallation are noted in the instructions. All directions used in this manual (right, left, front, etc.) are based on if you were sitting in the drivers seat of the car.

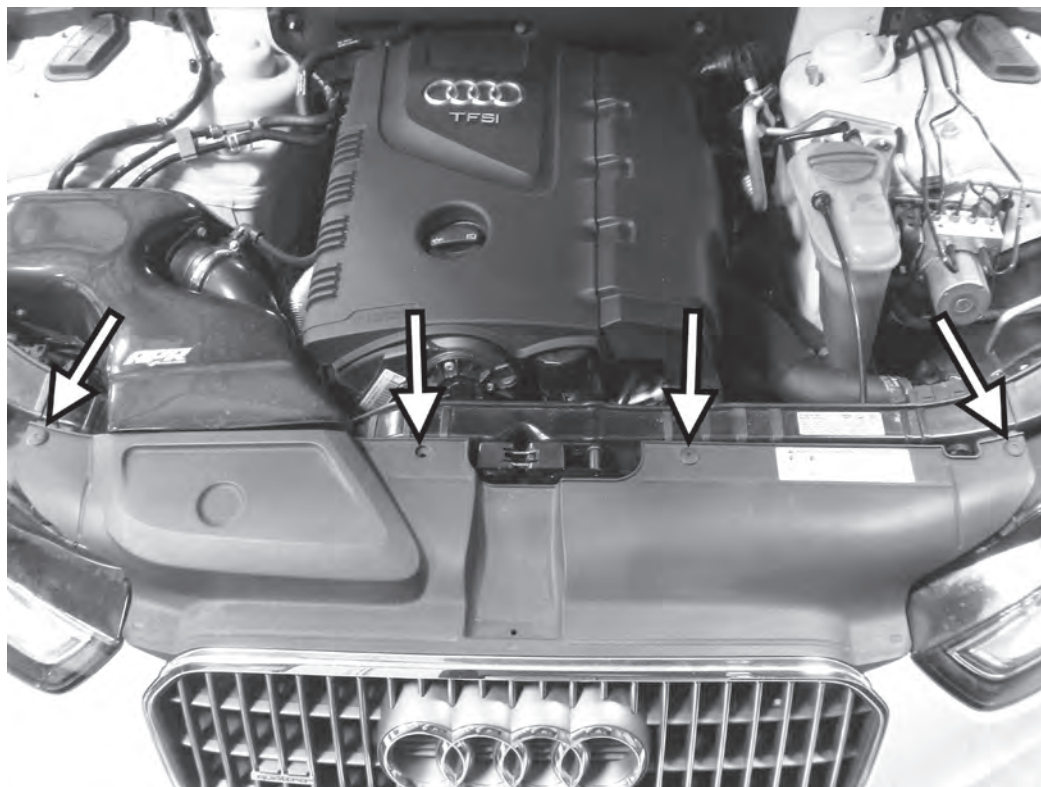
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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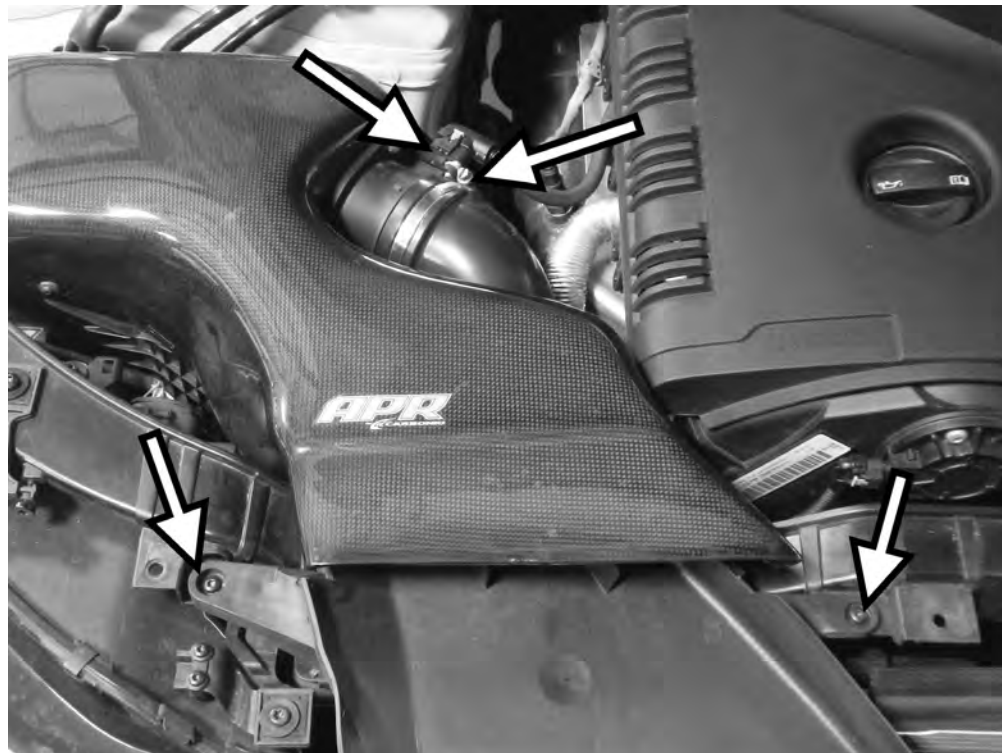
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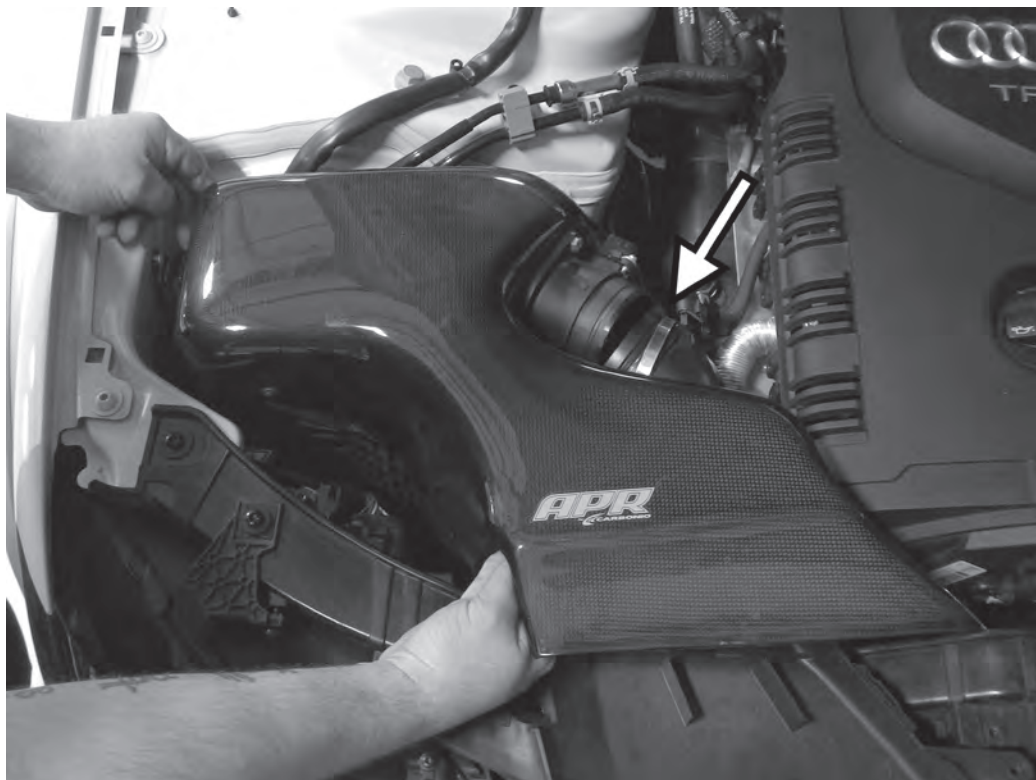
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1) Remove the four push pin clips from the radiator upper cover. Lift the back side of the cover up, and then slide the cover back to separate it from the car. Place the panel and pins in a safe place.

2) Remove the two T25 screws from the front air inlet piece on the radiator core support. Disconnect the electrical connector to the MAF, and loosen the hose clamp to the stock turbo inlet hose.

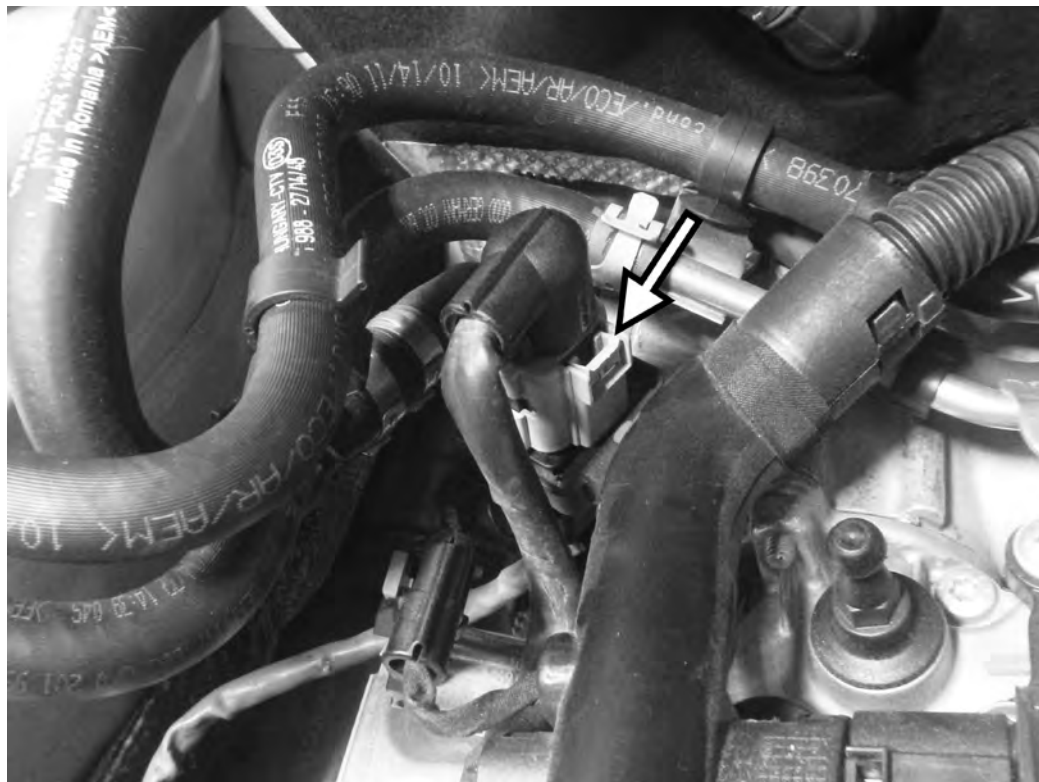




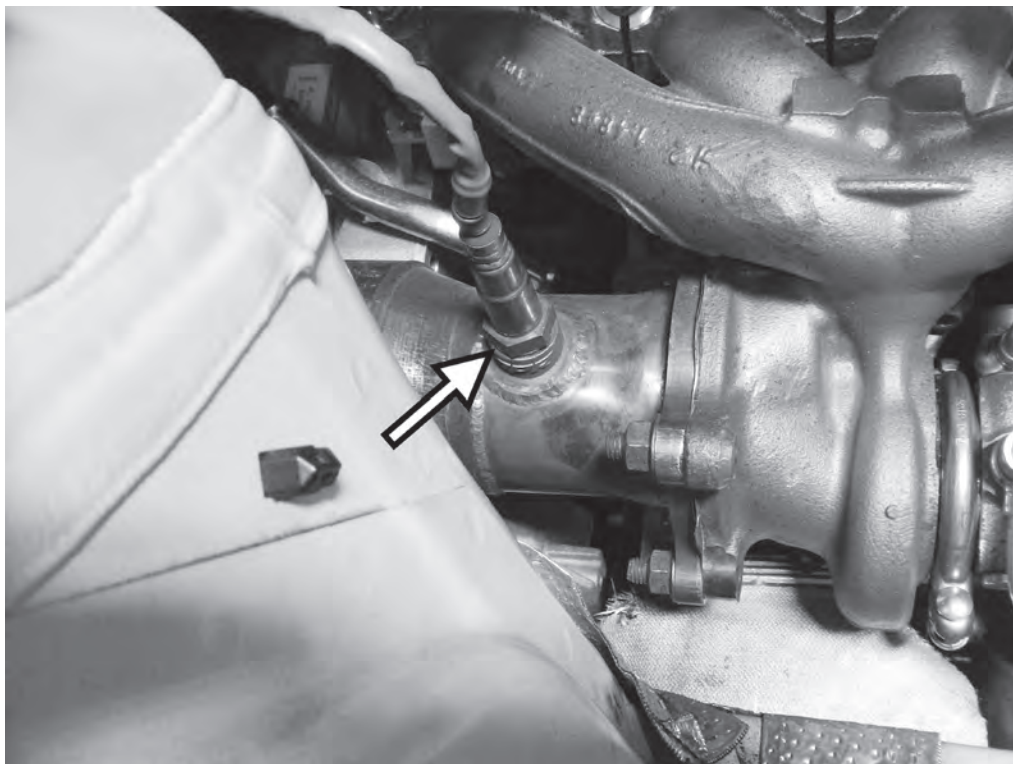
3) Separate the turbo inlet hose from the MAF, and carefully lift the airbox assembly out of the car.

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4) Remove the engine cover by lifting up on the four corners. Disconnect the electrical connector from the primary oxygen sensor, along with the clips holding the wiring harness to the heatshield.



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5) Remove the primary oxygen sensor with a 22mm wrench or oxygen sensor socket.

6) On the left rear of the engine next to the transmission, disconnect the electrical connection to the secondary oxygen sensor. Disconnect the harness from any clips holding it to the car.

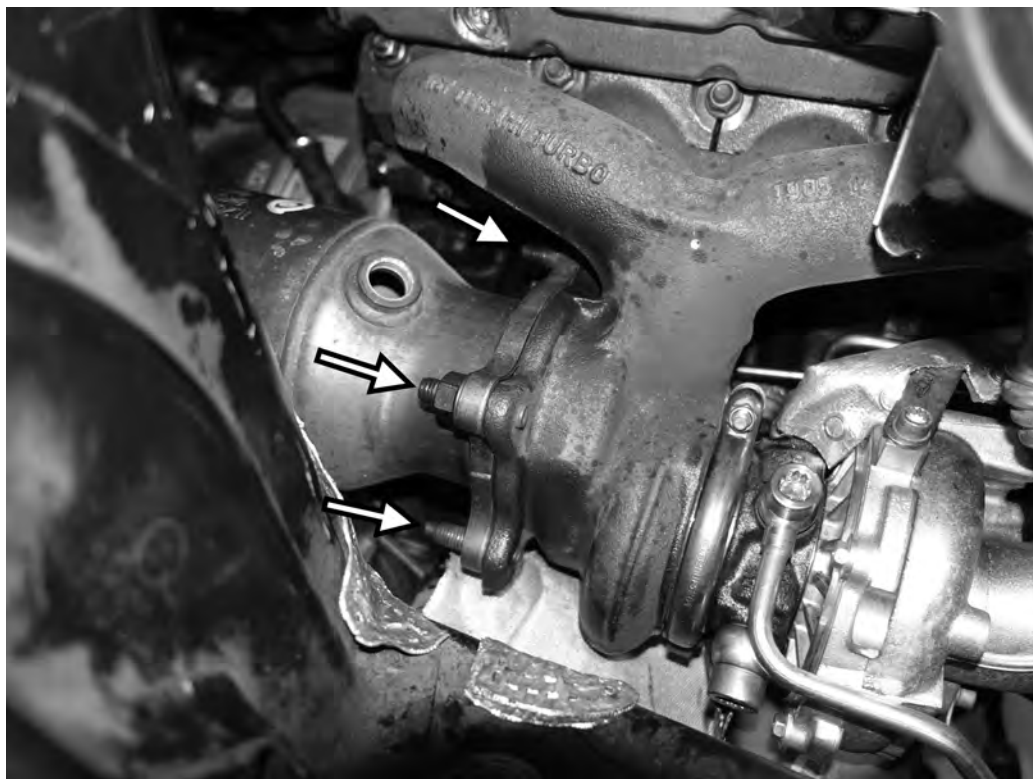


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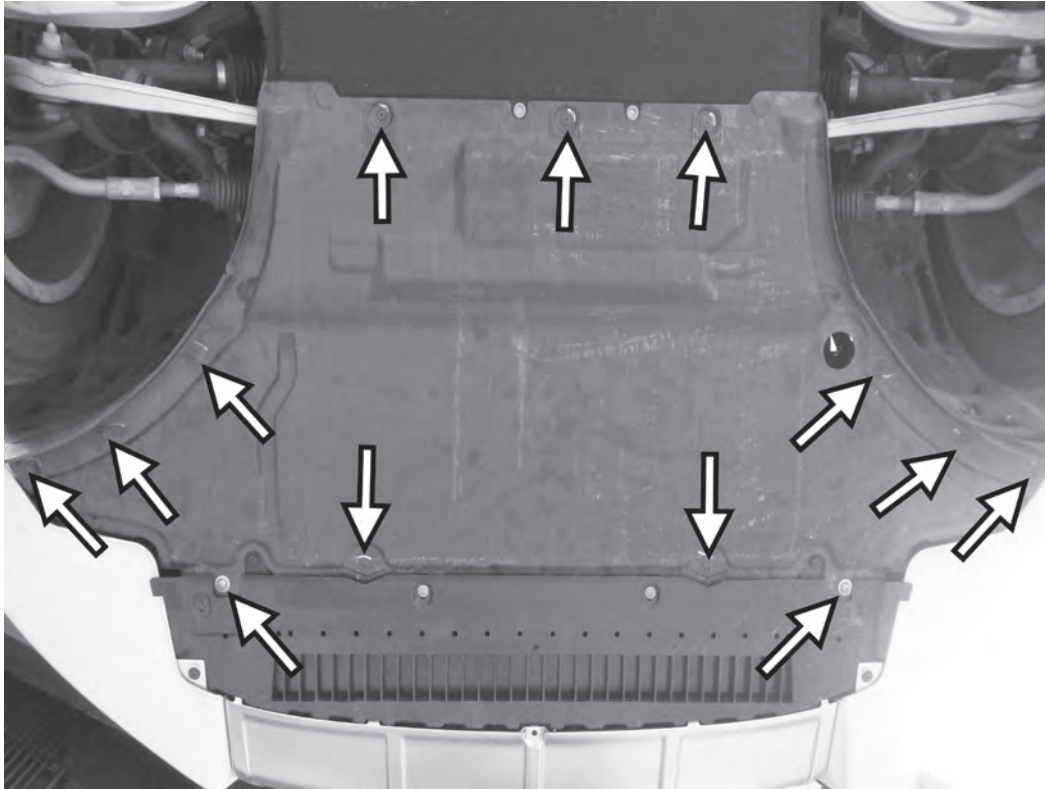


7) With a 22mm wrench or oxygen sensor socket, remove the secondary oxygen sensor from the car.

8) Remove the four 16mm nuts holding the catalyst to the stock turbocharger.



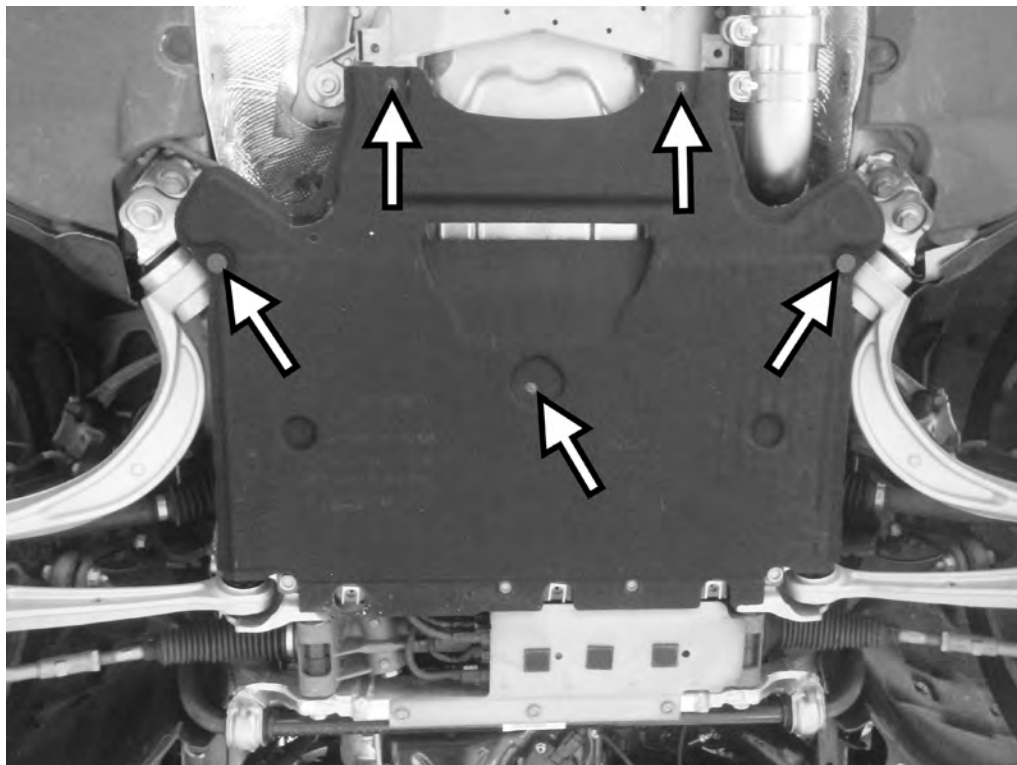
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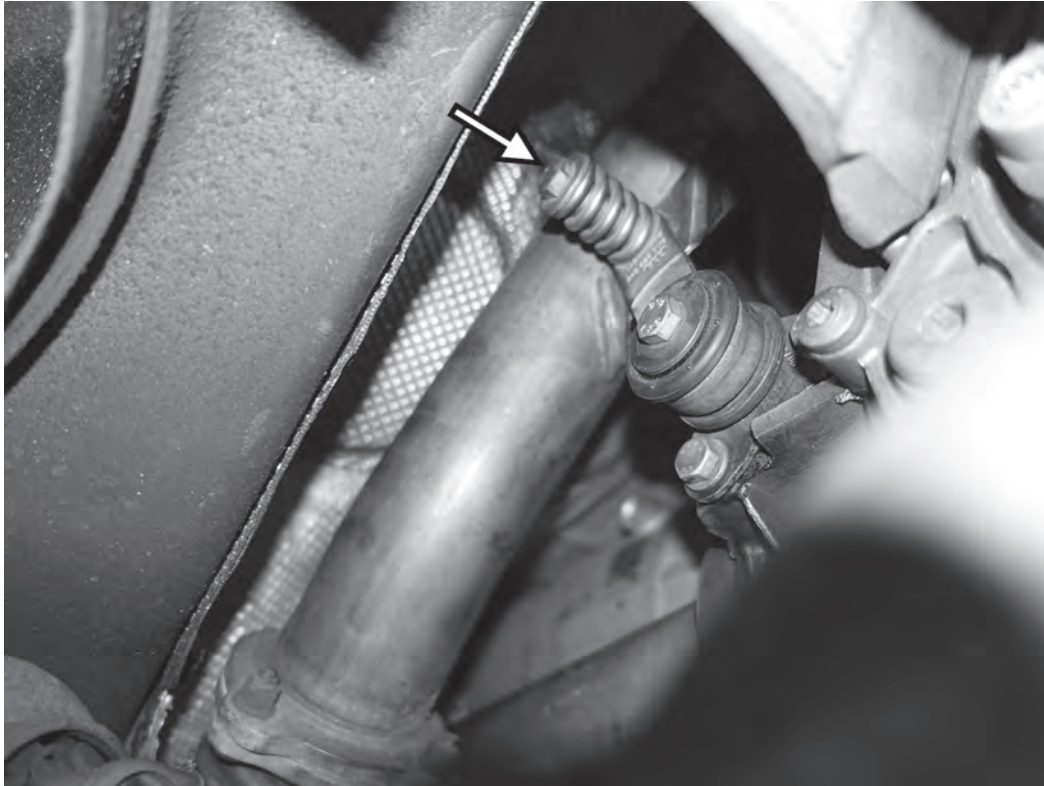
9) Remove the two T30 screws and eleven quarter turn fasteners holding the front belly pan on the car, and remove the belly pan.

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10) Remove the rear belly pan from the car by unscrewing the three T25 screws and removing the two push pin style connectors.



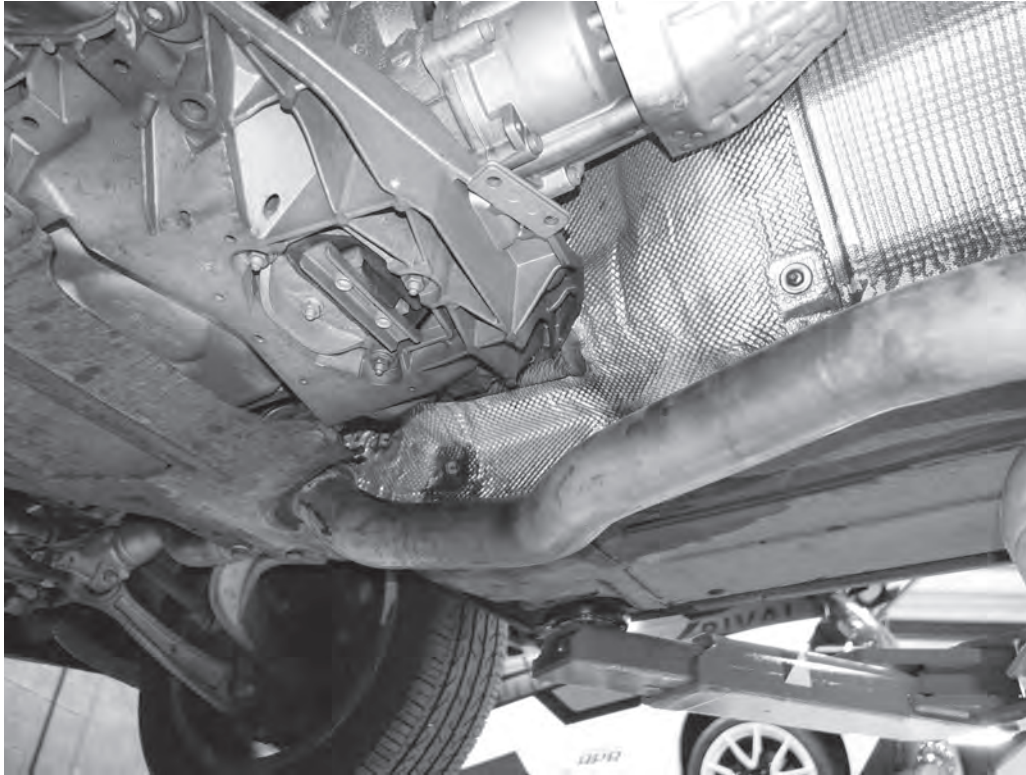
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11) From underneath the car, remove the 13mm bolt with spring clamp that holds the downpipe to the downpipe bracket off the transmission. Disconnect the rest of the downpipe from the car up to the cat-back portion of the exhaust.

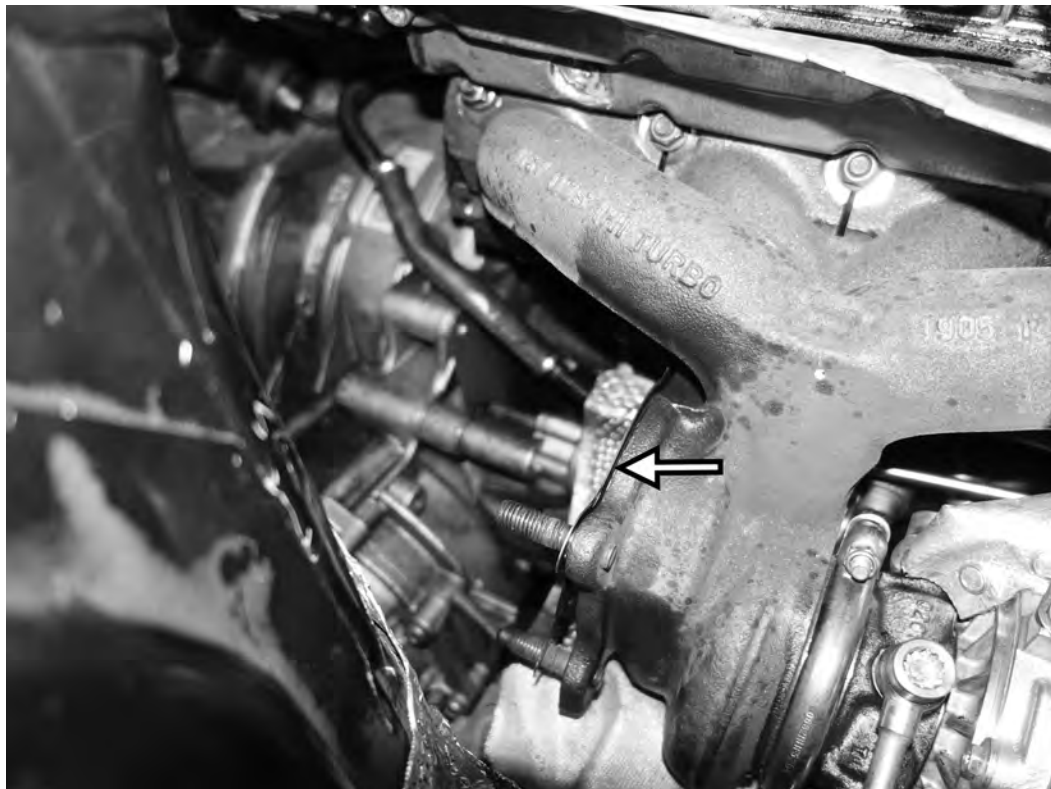
12) Loosen the two 13mm bolts on the sleeve clamp that connects the downpipe to the catback portion of the exhaust.



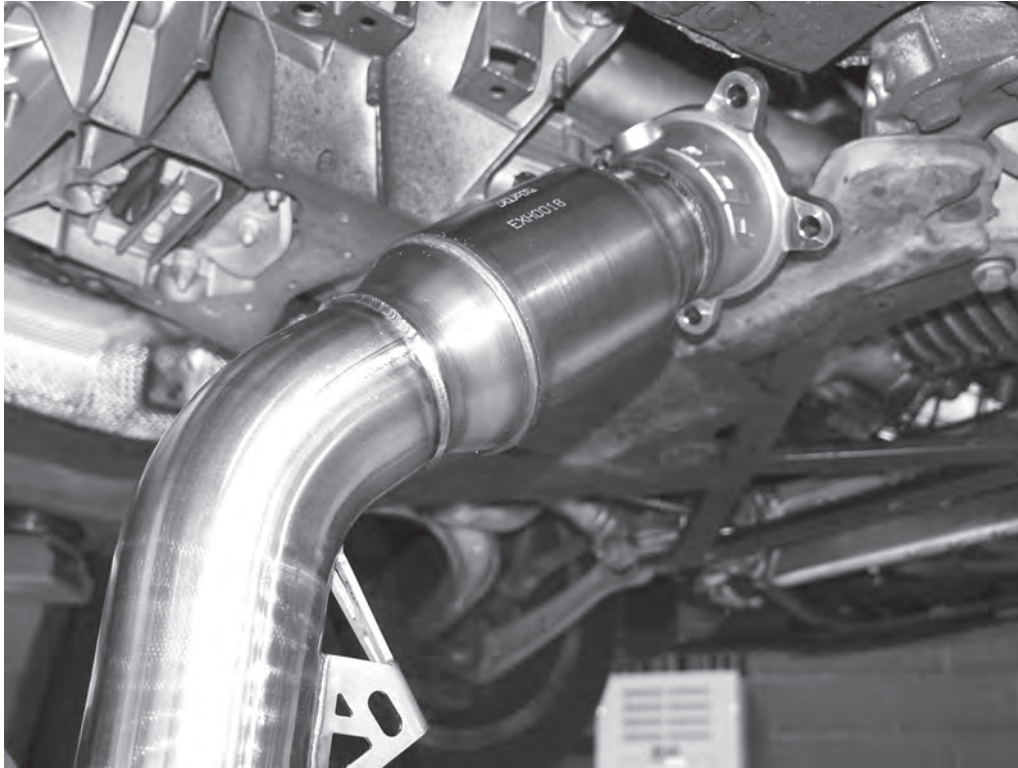


13) Slide the sleeve clamp back, lower the back of the downpipe, and manipulate the stock downpipe to remove it from the car.

14) Remove the old gasket from the turbocharger, and install the new, supplied gasket.



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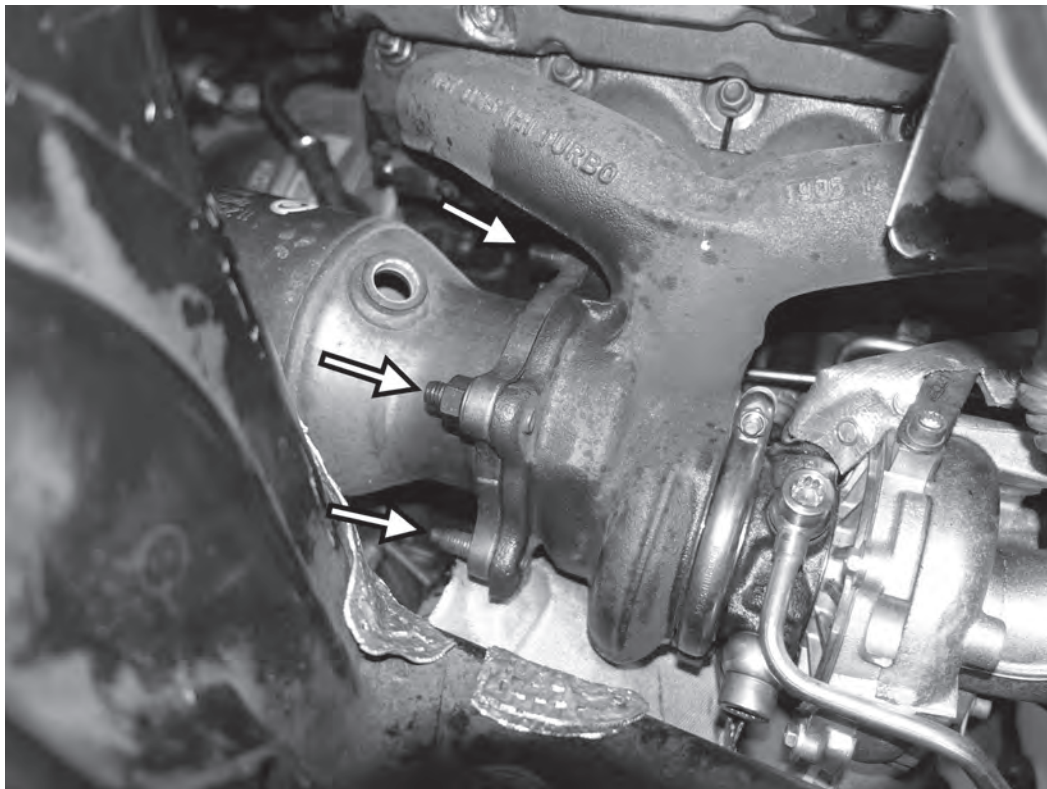
15) Lift the APR downpipe into the car, maneuvering it up to the turbo-charger. Slide the downpipe onto the stud of the turbo.

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16) Install the 13mm bolt with the spring and the nut to secure the APR downpipe to the downpipe bracket on the transmission. Torque this bolt to 23Nm (204 in-lbs).



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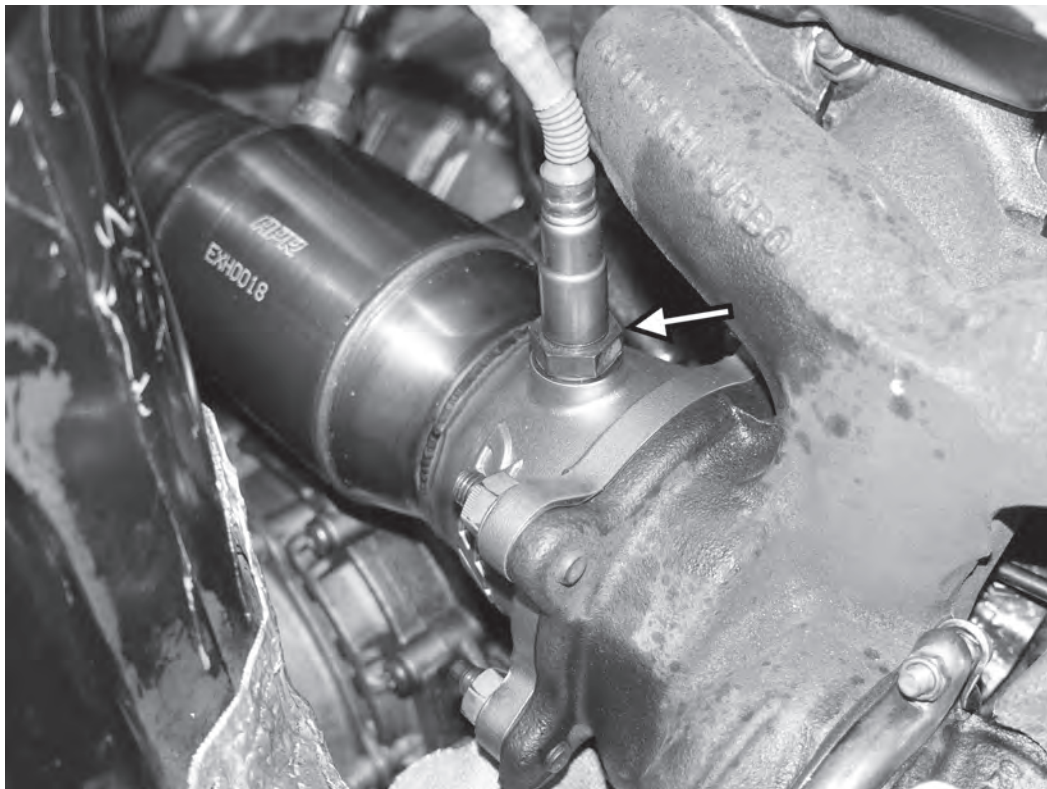


17) Install the four supplied 16mm nuts that hold the downpipe to the turbocharger. Torque these nuts to 40Nm (30 ft-lbs).

18) Install the secondary oxygen sensor in the bung on the APR downpipe, just behind the catalyst. Torque the oxygen sensor to 55Nm (40 ft-lbs).



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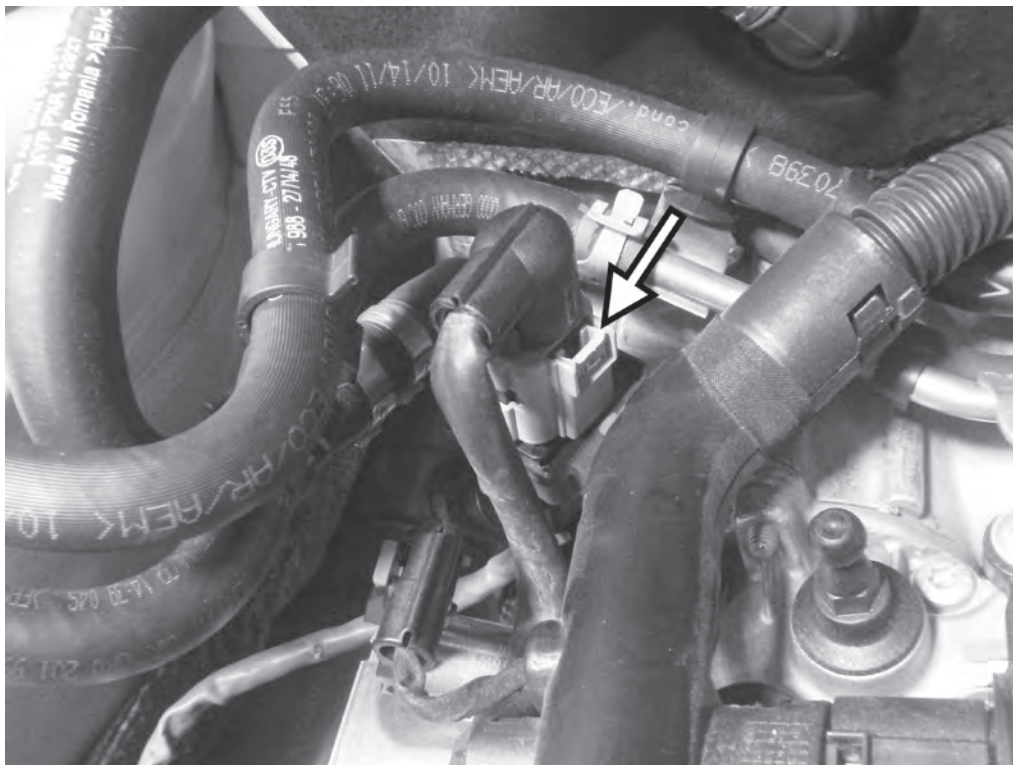
19) Install the primary oxygen sensor in the bung on the APR downpipe, just in front of the catalyst. Torque the oxygen sensor to 55Nm (40 ft-lbs).

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20) On the left rear of the engine next to the transmission, reconnect the electrical connection to the secondary oxygen sensor. Connect the harness to any clips holding it to the car.



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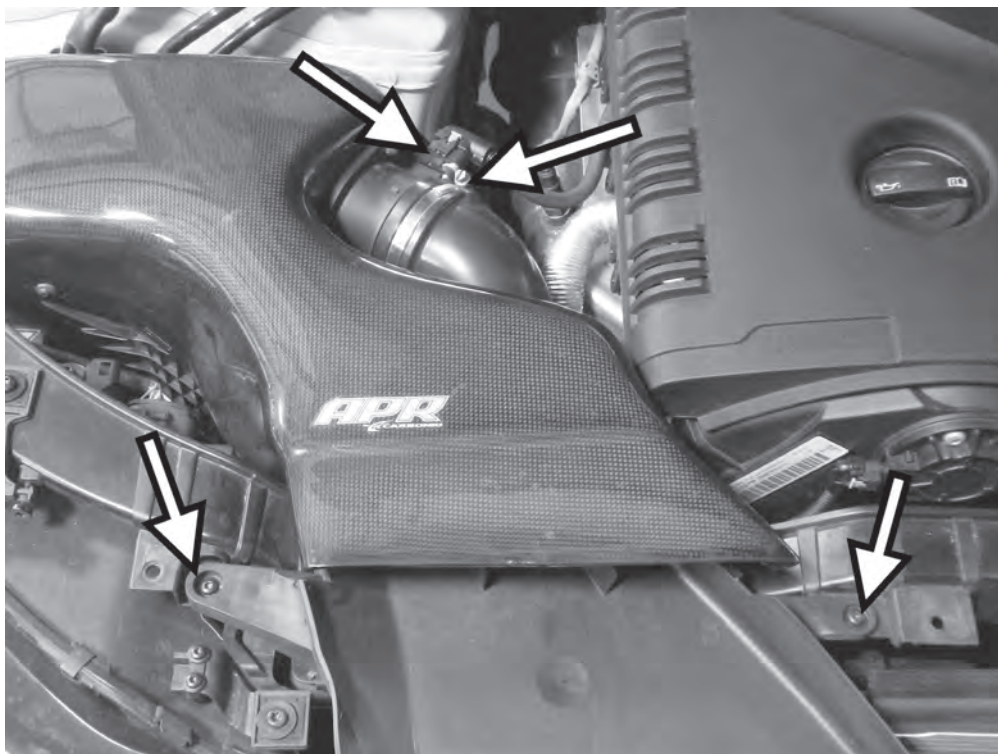


21) Reconnect the electrical connector to the primary oxygen sensor and reinstall the harness onto the clip holding it to the heatshield. Reinstall the engine cover on top of the engine.

22) Place the airbox in the car, connecting the turbo inlet hose to the MAF. Make sure the rubber mounts on the bottom of the airbox seat in the correct holes on the frame rail.



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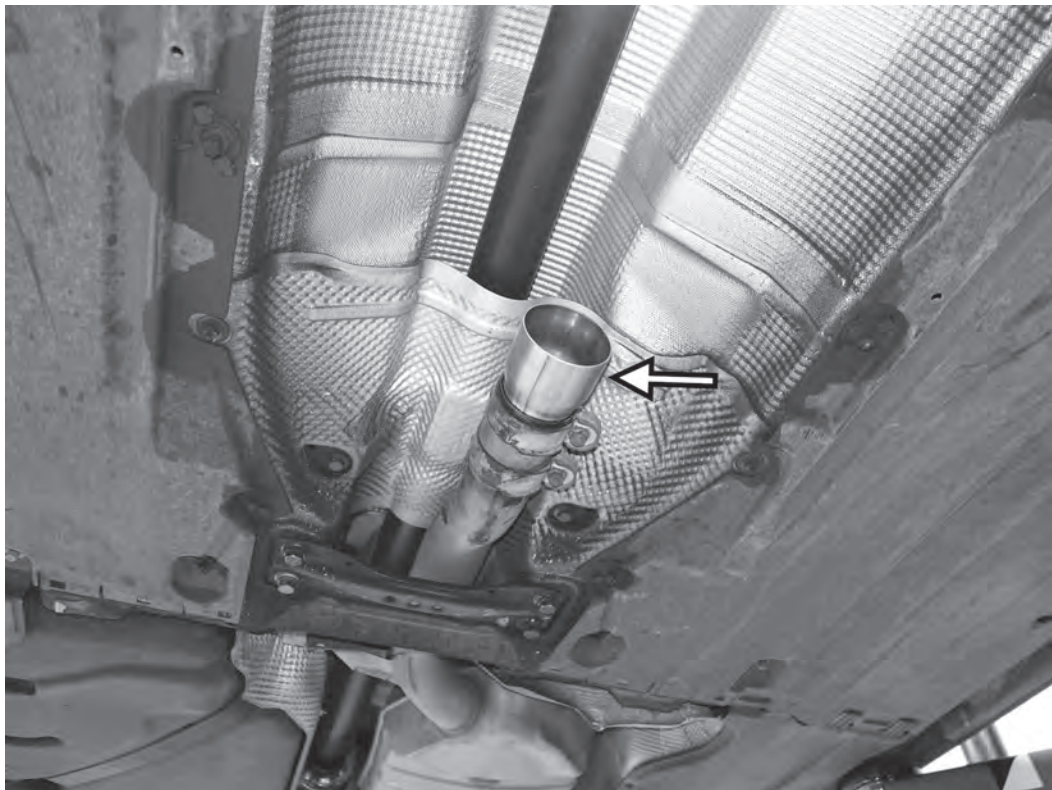


23) Install the two T25 screws from the front air inlet piece on the radiator core support. Connect the electrical connector to the MAF, and install and tighten the hose clamp to the stock turbo inlet hose.

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24) Install the radiator upper cover in the car by first making sure the front of the cover sits in the appropriate slots on the top of the bumper. Lower the back side of the cover down, and then install the four push pin style clips to secure the panel.

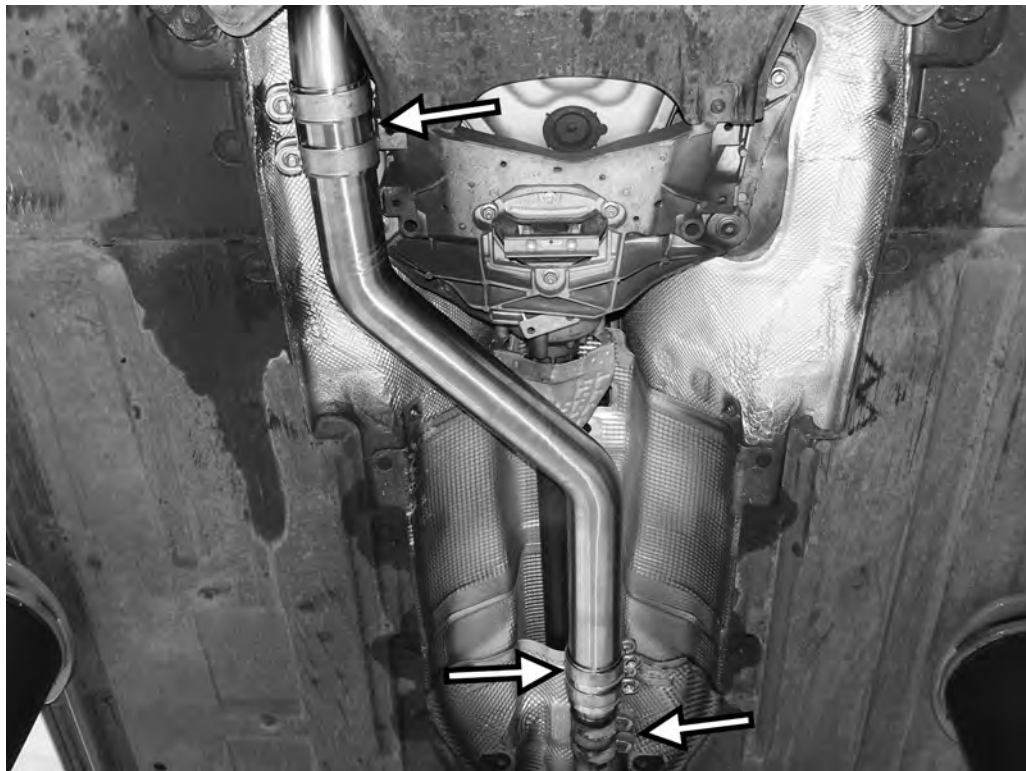


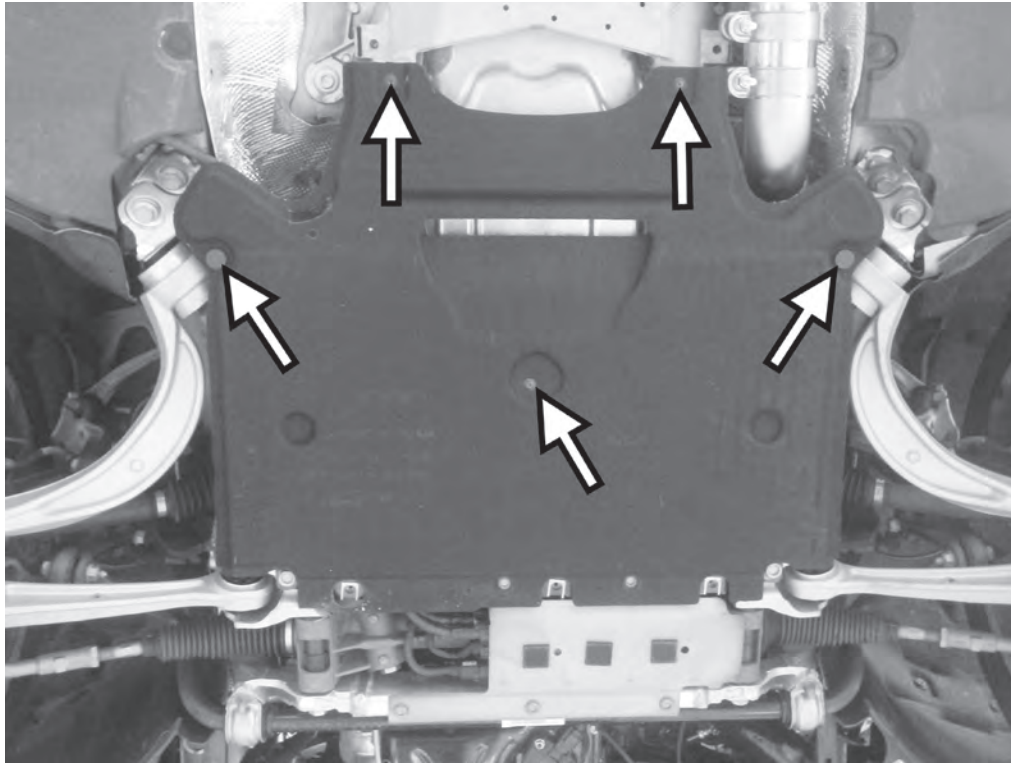


25) Loosely place the APR reducing coupler into the stock catback exhaust, and slide the factory sleeve clamp over the end.

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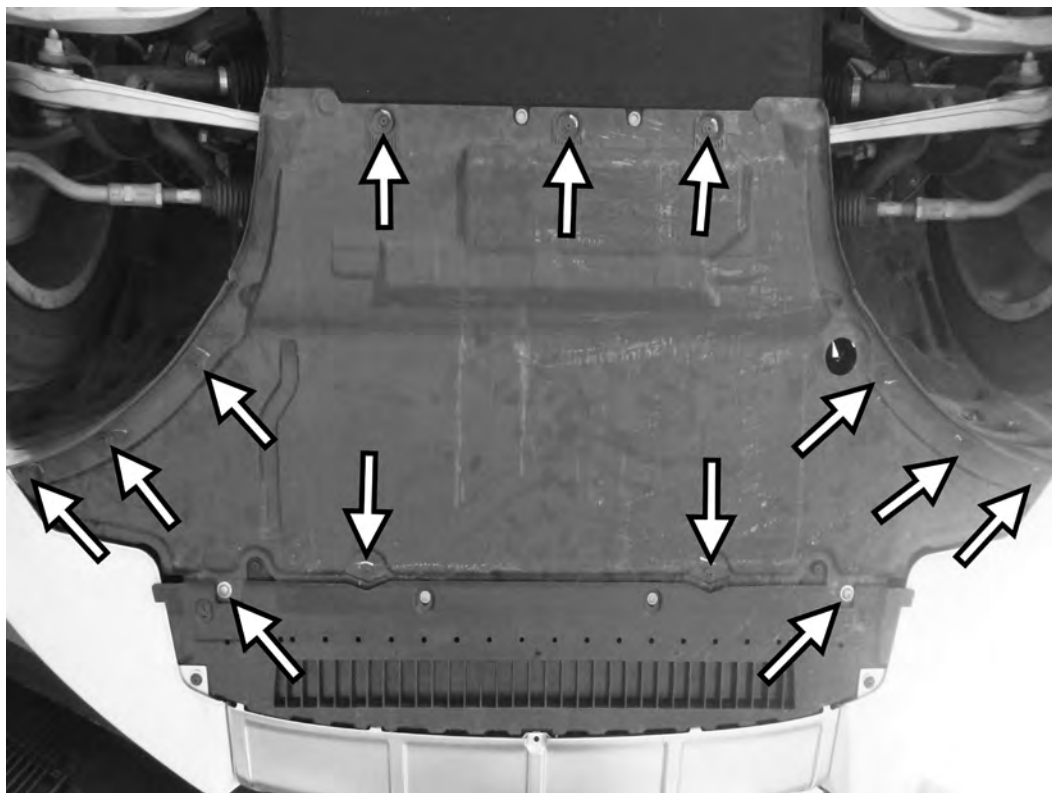
26) Install the APR midpipe with the two supplied sleeve clamps between the APR downpipe and the catback exhaust with the reducing coupler. Turn the midpipe until there is sufficient clearance to other components, and then tighten all three sleeve clamps.





27) Install the rear belly pan on the car with the three T25 screws and the two push pin style connectors.

28) Install the front belly pan on the car with the two T30 screws and eleven quarter turn fasteners.



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